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BLEACH; WHITEN

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ENGINEERS OF U. S.
WILL CONVEY HERE

Conference to Be Addressed by
George Otis Smith, Geolog-
ical Survey Director.

Technical engineers will be urged to participate more in public affairs, at a conference which will be held at the Willard Hotel Thursday and Friday. George Otis Smith, the director of the United States Geological Survey, who will deliver one of the addresses, will appeal to the engineers to participate more largely in legislative and civil activities.

He will declare that their professional training fits them splendidly for such work, and that the public has a right to expect more of this kind of endeavor from the men engaged in the engineering professions.

The meeting, which will be the largest single gathering of engineers ever held in this country, is for the purpose of organizing joint efforts in the public welfare by civil, mining, electric, mechanical, and other branches of technical engineering. Thomas H. MacDonald, chief of the Bureau of Public Roads, will tell of the widening field for highway engineers and of the great expansion in highway development which cannot go forward as rapidly as is desired unless more engineers become available. Homer Ferguson and other

Hotel Sing Sing Serves
Fine Food At 28 Cents
A Day, Warden Reports

NEW YORK, June 1.—Warden Lawes, of Sing Sing, is able to feed hundreds of prisoners with good appetites for 28 cents a day per head.

The menu change from day to day. They always have plenty of potatoes and bread. The men get beef, veal, lamb, or pork. Sometimes fish is served. Soup is common, and coffee is a daily beverage. They also have pastry at some meals, especially on holidays.

The prison buys most of its food in wholesale lots. It raises some vegetables on the prison farm, slaughters pigs occasionally, and keeps cows to produce milk and hens to supply eggs. Every prisoner gets as large a ration as he can eat.

widely known men are on the program. Each delegate to the meeting will represent 1,000 engineers. In all, 200,000 engineers will be represented at the Washington meeting.

POLES BUY U. S. ENGINES.

DANZIG, June 1.—One hundred and fifty locomotives have been purchased by the Polish government from American firms and are now awaiting shipment. With the recent establishment of an adequate Danzig-New York shipping service, the dispatch of the order is expected soon. Poland's railway system has been in a state of complete demoralization since the war.

FATE PLAYS HAND
IN RACING CLASSIC

Ralph De Palma Yields Fortune
To Chevrolet Through Accident
in Great Contest.

BY GEORGE HOLMES.
International News Service.

SPEEDWAY, INDIANAPOLIS, Ind., June 1.—Fate made a sudden and dramatic entrance into the annual 500-mile automobile race here yesterday, snatched success from Ralph de Palma and dumped it in Gaston Chevrolet's lap. Chevrolet, piloting an American-made Monroe car, swept to victory in the great motor classic in a finish which had 125,000 persons on their feet cheering madly.

The luck of Ralph de Palma is proverbial. Seven years ago de Palma led the field for 494 miles. The rich prize was almost in his grasp. Then on the last lap of the huge oval, his car caught fire and burned up.

Car Catches Fire.

Yesterday the gritty Italian-American drove 468 miles. He led the field and had \$40,000 in prize almost in his grasp again. Then history repeated itself. Far around on the back stretch his car again caught fire. He succeeded in putting it out with the help of his mechanic, but lost sufficient time to allow Gaston Chevrolet to slip into the lead. He made a game start after the

losing American car, but again ill luck struck him in the face and he was forced to halt again with gasoline trouble. René Thomas, winner of the 1915 race, piloted a Ballot car home to second money; Tommy Milton, in American Duesenberg, came home third. The official time for the race was 5 hours, 39 minutes and 15 seconds, an average of 58.15 miles an hour, considerably under the record of 59.84. Up until the time that de Palma was forced out he had averaged over 50 miles an hour, which is a record.

Won Fortune in Prizes.

Chevrolet's victory dumped into his lap first prize of \$20,000, about \$1,500 in "lap" prizes and a number of rich accessory awards.

De Palma, although beaten, won more than \$6,000 in lap prizes, and Joe Boyer, in a Frontenac, who led for most of the first 250 miles, receives \$5,500 in lap prizes.

In the final stages of the race, No. 8 car, driven by Ira Vail who had relieved Joe Boyer, skidded on the oily track, turned over and crashed. His mechanic, Earnest Arntsenberg, of Detroit, was seriously injured. Jimmy Murphy, in a Duesenberg, captured fourth money. De Palma was fifth.

CONFERENCE TO TAKE UP
ANTHRACITE PAY SCALE

The joint anthracite wage scale committee will meet with Secretary of Labor Wilson late this afternoon. Officials here today expect the result of this conference will be a request to the President to name a commission to settle the wage dispute in the anthracite fields, which would be similar to that which ended the dispute in the bituminous fields. Under the President's proposal, the miners would remain at work pending an award by the commission. The award would be retroactive to April 1, when the contract between the miners and operators expired.

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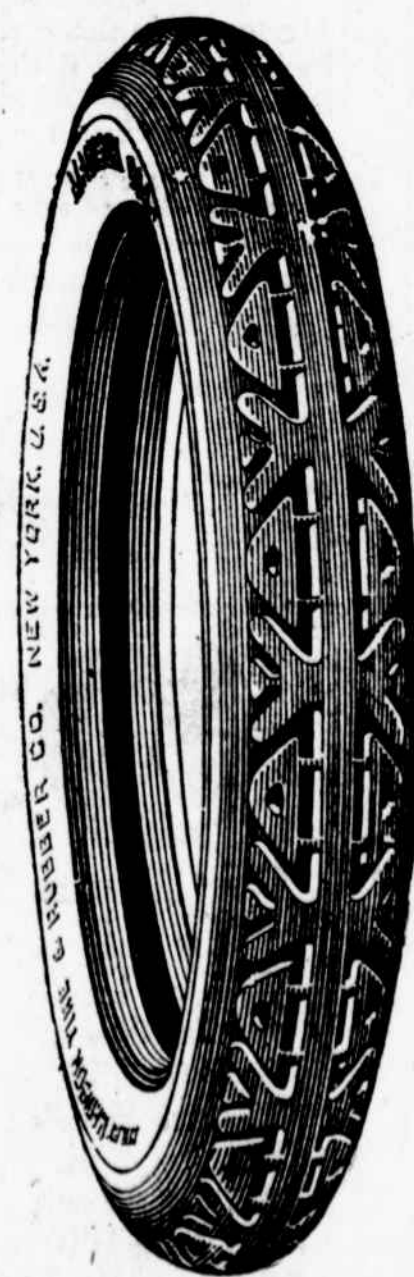
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- Second—No goods returnable.
- Third—No goods exchanged.
- Fourth—No goods on approval.